

EUCALYPTUS OIL has long taken a foremost place as a "household remedy" in Australia. When applied externally it has a powerful stimulating and soothing action, but does not blister the most sensitive skin, and no application known will so quickly subdue the pain of muscular rheumatism.

this morning through the agency of Inspector Mann and were requested to explain the connection with a common gambling house Gilman's Boss. Three were fined \$25 each or six weeks' imprisonment and the balance for ten days' quiet. They all went up.

freedom. She was one of the young Princess of Wales, and she fingered her cigarette with ease that told of considerable experience. After this it is not surprising to be told that the Princess of Wales herself enjoys a cigarette, and that at the Royal table ladies habitually smoke.

18th. No doubt these amounts were paid by Mr. Pitman to Ho Sang Leung, but the question was what they were paid for. The Co-

pected, coming in a time of holiday enjoyment
in Japan, and at a time when they all expected
he was coming back with renewed health.

endowed by Lord Derby in a despatch bearing the same date) that the Straits Settlements and Hongkong should bear the cost of the necessary works, her Majesty's Government contributing the armaments, and I need recall to your lordship's memory the appreciation which was soon after expressed, the promptitude with which those works were undertaken. Hongkong has expended £100,000

Association a copy of a despatch, which has been laid before the Legislative Council, explaining the circumstances under which the increased contribution had been asked for, and stating that Her Majesty's Government saw no sufficient grounds for delaying the payment of the contribution. The Officer administering the Government has now been informed,

The walls of the City Hall still stand secure as also does the roof of the Theatre Royal notwithstanding the fact that Sydney Ground's

The following despatches respecting military contribution were laid before the Legislative Council by command of His Excellency the Officer Administering the Government.

IN SUMMARY JURISDICTION.

(Before Mr. E. T. Ashroyd, Acting Judge.)

afternoon there were present Mr. Stewart Lohart (president) Messrs. Francis, Horspo, Gentile, Humphreys and Cooney.

My Lord,—A telegram has been received from

THE COLONIAL OFFICE TO THE CHINA

Sir,—Lord Knutsford has fully considered arguments advanced in your letter of 1 May last in support of the protest of

of Hong Kong against the payment of the interest
military contribution on the ground that the
garrison was not yet quartered in the Col
and I am directed by his Lordship to trans

contribution had been asked for, and stated that Her Majesty's Government saw no sufficient grounds for delaying the payment of the

(continued)

reference to the renewed protest from the unofficial members of the Council, which was made before the receipt in the Colony of the enclosed despatch that Her Majesty's Government see no reason for departing from the views expressed in that despatch.

I am, &c.,
(Signed) R. G. W. HERBERT,
The Secretary to the China Association.

THE CHINESE CONSUL.

The following despatches respecting the appointment of a Chinese Consul at Hongkong were laid before the Legislative Council by Command of His Excellency the Officer Administering the Government, yesterday:

July 7th, 1891.
Sir, I am directed by the Secretary of State to transmit to you for your information with reference to his despatch of 10th of June May last the documents specified in the annexed Schedule, on the subject of the proposal to appoint a Chinese Consul at Hongkong.

FOREIGN OFFICE TO SIR J. WALSHAM.

June 26th, 1891.
Sir, With reference to my telegram No. 36 of the 24th instant, and to previous correspondence, I have to inform you that Sir Halliday Macartney recently called at the Foreign Office, and said that the difficulty with regard to the appointment of a Chinese Consul at Hongkong had not been removed.

He stated that the Yamen had recommended the Emperor to refuse the offer of Her Majesty's Government to grant an Exequatur to the first instance for one year, on the ground that if it were withdrawn at the end of that period, the incident would bear the appearance of a severe rebuff to the Chinese Government.

Sir H. Macartney asked if it would not be possible to withdraw the limitation, and to rely simply on the undoubted right of withdrawing the Exequatur if the Consul's conduct was found to give rise to objections.

The matter is now being considered but it did not appear possible to withdraw the condition, which had been made with the view of meeting the objections raised to the appointment in the Colony, and of which the Governor had been officially advised. Sir H. Macartney was informed that Her Majesty's Government found themselves unable to depart from their previous decision and he then said that he was authorized in that case to state that the Chinese Government could not accept the condition, and would not make the appointment.

I have, &c.,
(Signed) SALISBURY.

Downing Street, July 17th, 1891.
Sir, I am directed by the Secretary of State to transmit to you a copy of a Telegraphic Despatch which has been sent to you this day.

I have the honour to be, &c.,
ROBERT G. W. HERBERT,
To the Officer Administering the Government of Hongkong.

Governor,
Hongkong.
Chinese Consul proposed withdrawn de facto on grounds of the withdrawal of rough draft of the despatch.

Note.—To find the meaning of this last, you think of the number you first thought of, add two to it, turn round three times, multiply by seven times seven, and use Epps' soap which strikes only on the box and is guaranteed to cure headache, heartache, neuralgia, sciatica, rheumatism, tightness of the chest, or looseness of the bowels.

WOMEN OF ALL NATIONS.

The daily prayer of Socrates is said to have been a prayer of thanksgiving to the gods that he was "born neither a woman nor a slave." But he, like other ancient philosophers, had no idea of woman's importance. It is a fact that obtains universally that the more barbarous a nation the less respect have the men for the opposite sex. The staff of woman's standing is the various conditions, the strangest freaks of the human fancy.

From Scripture, it is evident that Jewish men relied at the frivolity of their wives as much as our modern husbands, and doubtless preached, as men do now, a sublime code they themselves ignored.

"Who can find a virtuous woman?" exclaims Solomon. Now, one would think this remark, judging from the extent of his harp, a poor complaint to his own text. But when he adds: "She rises while it yet is night and searcheth meat to her household," the mystery is explained. Some of his wives had evidently been trying to persuade him of the beneficial effect of building the kitchen fire or doffing his kingly purple and attacking the wood pile. Then, when we count in the tennis suits, lacream and matinee tickets for the crowd, we fall to wonder at his cynicism.

Jewish women of the higher classes were secluded from public life, and passed their time with the distaff and spindle. At marriage the ceremonies lasted seven days. Divorce was common and polygamy a custom of the nation. An unfaithful wife could only anticipate the fate of being stoned to death. Such conditions were equally favourable to a woman's mental and moral growth. Had Solomon applied his wisdom to the improvement of the obscure morality of men of ancient days he would have seen less in the other sex to criticise. Still, a man with a thousand engagements rings to buy does have a hard time.

Although among the Bedouins a wife is considered as a slave, singleness is looked upon as a disgrace. In Turkey woman is held in the most rigid seclusion. She must always appear veiled, with lustrous black eyes peering from behind the gauzy tresses that enhance rather than conceal the coquette's charms. With pigs and dogs, she is forbidden to enter a mosque, and the Koran declares a woman unmarried to be in a state of rebellion. Considering the number of wives a man has there is no excuse for spinsterhood in that country.

The harem, the Arabic for sanctuary, is said to have originated from a fratricide of Ayeas, the favorite wife of Mahomet, with one of his officers. Seeing her guilty of the impropriety of speaking to a man who happened to pass through the garden, he immediately shut up his wives in scraggled. These harems are beautiful palaces, standing in gardens of exquisite loveliness, adorned with statues, trees, flowers and streams—a spot where nature and art have endeavored to excel each other's efforts in adornment. But the gates of this glittering prison are iron gates, and soldiers guard every avenue.

To speak to one of the Sultan's wives would be immediate death to the unlucky offender. A "married belle" in Turkey would enjoy her flirtation by being sewed up in a sack and drowned in a passing stream. This is evidently enough to go to for coquetish propensities, Mohammedans consider it an insult to inquire for the health of their wives. Perhaps they

imagine the inquisitive strangers suspect they have been having a "spring cleaning" on their premises by drowning off a few of their better halves.

The Persian method of disposing of flirtatious wives does not recommend itself to the feminine public. The festive lady is swathed up in her veil, taken to the top of a tower and thrown over. This may be fun for the husbands, but rather rough on their wives. After the performance there is not usually more than enough left to make a good-sized funeral, but, as the Persian women have little education, are reared in seclusion and ignorance, knowing nothing beyond the walls of their houses, it is not to be supposed they are fond of indulging in the luxury of American gits—summer frolics.

With the Hindoo the women are shut up in the Zanana. Though sometimes of remarkable beauty in youth, their charms are said to soon fade under the fervid sun of a tropical climate. Women-like, they are fond of adornment, and though the lower classes, assist their husbands in work, the upper "caste" is said to be indolent and luxurious. If a man desires to divorce a wife he has only to address her as "mother." Such a simple and unexpensive method should recommend itself to the Chicago public. Hindoo women are forbidden to read or write. Indeed, those who dare to indulge in such luxuries are often "accidentally" missing.

On the death of a husband many wives voluntarily become "sutees"—offer themselves as a "burnt offering" on the dead man's pyre. Though this horrible custom has been stopped by the English government, yet for ages it was a common sight for several of a man's wives to spring into the flames and there perish, the hideous clatter of drum and cymbal drowning the victims' agonising shrieks. The deep damnation of their taking off" was not so hard on these poor women as the deprivation of the pleasures of fascinating widowhood. The origin of this inhuman sacrifice is said to be that their sacred book promises eternal life to her who dies with her husband.

The women of ancient Rome were treated with the greatest respect. Every one was ordered to give place to them on the street, and a special feast in their honor was instituted under the name of Matronalia, during which time they received presents from their husbands. Still, they were not allowed to inherit property, and could be divorced by their husbands for countenancing the least and for wine-drinking.

However, in the latter days of the Empire the women took advantage of the facility of divorce—one woman is said to have buried twenty-two husbands. The cause of their "shuffling off this mortal coil" in such numbers was never explained, but probably she had been taking lessons in a new cookery school. Seneca says the women of that day counted their days not by years, but by the number of husbands, and it must have been pretty hard work, at such a rate, for the noble ladies to keep tally of them; unless they employed a "bell-punch."

By Chinese, a wife is never seen by her future master, and she misses all the "sweet nothings" that carry to many to the hymeneal altar in these latter days. Some relatives bargain for the girl, the stipulated price is paid, and she is afterwards a submissive slave. Her only education—the ceremonial of manners and the life behind the four walls of her apartments. She cannot eat with her husband, or leave her room without his permission, and a Chinaman would consider it a disgrace for his wife to walk beside him on the street. Should she displease him, he tells her, and if she be too loquacious, he simply divorces her.

Siberian women are raised as abject slaves, unduly in dress, and are bought with money or cattle. The most capricious whim of her husband is law, and should the latter desire a divorce he has only to tear the cap from her head. Their days are spent in building huts, fishing and domestic drudgery. They can not eat in the presence of their husbands or indulge in the dainty food of rich men's heads, which is monopolized by the men.

But perhaps the lowest and most degraded women are found in Africa. One of the kings of the Congo tribe is said to have had 355 wives passing Solomon on the home-stretch in the conjugal race and winning the pennant by two lengths.

One of the most peculiar customs is found among the Congo negroes. When a man wishes a wife he secures one and keeps her on probation a year. If during this time her temper, industry and deportment are satisfactory he at the end of the year formally marries her. But, should she prove an incubus, he sends her back to her natal roof. This is regarded by all as an excellent arrangement.

Perhaps it is only in the United States that woman is found in all her regal glory, wielding the scepter of sovereignty. As a girl she shines by wit and beauty, while as a true wife and loving mother she stands pre-eminent. Combining the solidity of the English with the vivacity, piquancy and style of the French, uniting the athletic Amazon and undulating sylph of the ballroom, as much at home in the marble courts of kings as in the lecture-hall of science, the American girl stands without a rival in the civilized world.

Breathing freedom's air, she scorns the trammels of a corrupt society and lives as man's equal and companion. In fact, the American "is a woman." Take her all in all, you shall not look upon her like again.—Washington Post.

THE MAN OF THE HOUR.

The Paris Figaro prints the following article on Admiral Gervais, whose character and personality seem to be exciting increasing attention in Paris every day:

He is the man of the hour. For six weeks, during which time the enthusiastic festivities at Copenhagen, Stockholm, Constantinople, and Portsmouth have continued, the name of Admiral Gervais has been in every mouth; and every morning the newspapers of the world take notice of his visits, his receptions, and his toasts. Those who know the almost exaggerated modesty of the Commander-in-Chief of the Channel Squadron, those who appreciate his horror for everything which resembles self-advertisement, will realize that he is to some extent confused by the interest which he has aroused. The consciousness that he is accomplishing a series of actions exceedingly useful to his country alone enables him to support the idea that he is "just" a present centre of observation for the whole world.

Admiral Gervais is, in fact, a man with an austere sense of duty, who, as a rule, shuns all social celebrations. If he takes pleasure in the repeated ovations of the last few weeks, it is because he knows well enough that they are directed over his head towards France, and that each cheer uttered in honour of his fleet is a tribute of affection for our country. No man was ever better fitted for his present lofty mission than Admiral Gervais. Amongst our naval officers he is the one who stands highest in public opinion, the one whose ability is most generally acknowledged, the one under whom every sailor would be proud to serve. No officer is more popular. He is a desperately hard worker, who knows everything that is done, and reads everything that is published. Through out the whole of his career he has distinguished himself by when captain of the Duquesne, the Triumphant and the Admiral-Duperré, his ships were models of good order; as Naval Attaché

at London, he speedily distinguished himself beyond his colleagues; and as head of the general staff of the Ministry of Marine, he gave a great impetus to our naval development and made the double Ministry of Admiral Krantz one of the most fertile and successful naval administrations of the last twenty years.

For such a mission as that which the Government has confided to the Commander of the Channel Squadron various qualities are requisite. The highest professional ability would not by itself suffice. It is necessary to join to it a certain charm of manner and personality which are not given to all men. Admiral Gervais is admirably gifted with these qualities, and during his triumphant trip he has made a conquest of everybody, whether in the Courts or in the Embassies, on board foreign vessels or in popular receptions. Everybody has been overcome by his exquisite tact, and by the charm of his manner and conversation. The man, indeed, is born to attract. Not, however, that he willingly gives himself up to this rôle. Far from it. The dominant note in his character is a certain reserve, a reserve which female society renders more impenetrable. But this absence of all effusiveness only adds to the cordiality which he exhibits for those whom he admits to his intimacy. Beneath this placid outside, in fact, is an ardent soul, full of noble sentiments, and a warm heart alive to all the passions of sympathy, pity, affection, and generosity. About a year ago, when a serious accident occurred on board the Requin, the Admiral was most anxious to help the sufferers and was overcome by emotion at the sight of the victims; and at Constantinople he was noticed by the Russian and the Car his voice would tremble and his eyes would occasionally moisten with tears. But if he is sensitive he has no lack of personal courage of which he gave a striking proof by his exploits during the siege of Paris, from which he began the success of his brilliant career.

Something, no doubt, he owes to the distinction of his person and bearing, which are well fitted to serve him in his delicate and difficult mission. He is tall and well set up, with pleasant features, and an extraordinary appearance of youth notwithstanding his fifty-three years. Amongst our friends the Slavs he appeared to great advantage in his plumed hat, and his uniform embroidered with gold braid and crossed by the red ribbon of the Order of St. Anne of Russia.

Next year he will become a vice-admiral; and it is tolerably clear that at some date, more or less distant, he will receive the portfolio of the Ministry of Marine. When that day—long does it seem—of his arrival, the destinies of the French Navy will be in uncommonly good hands.

AN INDIAN NOTION REGARDING A CLUB-PASSENGER STEAMER.

We have received a most entertaining little circular which bears the Cheap Passage Association scheme into "firs." It is issued by Messrs. Jockim and Co. (Amenians, we believe). We do not know what other line of business the firm may pursue at 15 Creek-row, Calcutta. Here, however, they describe themselves as secretaries and managers, of the Great Eastern and Western Ocean Club. They are negotiating, we are told, to have a club steamship built, launched, and delivered to them by October or November, 1892. She must, according to Rule 6 of this enterprising club, be a steamship equal or superior to any of the Cunard Line or Peninsular and Oriental Steam Navigation Company's steamships, with capacity for accommodating at least 1,000 first-class saloon-passengers. By Rule 7 she must have, we read, all the latest improvements as regards shipbuilding and appliances, and shall be 14,000 tons, 24 double the tonnage of any Peninsular and Oriental vessel yet floated; the same shall be fully manned, and shall be fitted up with every requisite and comfort for the convenience of members.

It is no wonder, then, that the club membership list is rapidly approaching completion, and that the undersigned (Messrs. Jockim & Co.) consequently very strongly advise intending applicants to apply without any further delay for enrolment as members, and thereby prevent being disappointed hereafter, as no applications will on any account be received after the 1st of November. The membership list has once been completed, which in all probability will be within a month or two at the utmost. And all this in spite of the somewhat cruel restriction of membership to ladies and gentlemen of the Christian community only, and also to first-class people! Once a member, any first-class Christian will be able to travel home and out again every third year. He will have nothing to pay except 6s. or Rs. 3 per demerit for very sumptuous messing, so that each voyage will only cost Rs. 50 or Rs. 60 all told. Should the club member not desire to go home his return ticket can be sold for between Rs. 100 and Rs. 1,000, and this in itself will bring in a tremendously remunerative rate of interest on the money invested.—Times of India.

BITS OF INFORMATION.

Oil was used in 1921 B.C.
Germany's national debt is \$195,000,000.
Only one man in 200 is over six feet high.
The Lick telescope shows 100,000,000 stars.
The St. Gotthard Tunnel is over nine miles long.

The railway mail service began on August 28, 1864.
The average weight of an adult is 150 pounds 6 ounces.

Before Christianity entered India many lepers were buried alive.
The caterpillar eats three or four times his own weight every day.

The number of eggs in a 6-pound eel in November is fully 9,000,000.
Canada is the one of the world take notice of his visits, his receptions, and his toasts.

Mount Park, Philadelphia, is claimed to be the highest park in the world.
There are more ducks in the Chinese empire than in all the world outside of it.

The first book printed in English was the "Narration of the History of Troy," 1474.
The area of Canada is 3,500,000 square miles; United States, 3,603,884 square miles.

The arm with which the policeman holds his baton gradually grows longer than the other.
The words "in common use" by the ordinary individual are estimated at from 7,000 to 3,000.

The first shoemaker in the United States was Abraham Lovejoy, who came over in the Mayflower.

According to Jewish estimates, the number of Jews in New York is now between 80,000 and 100,000.

The Salvation Army holds about fifty thousand meetings every week in different parts of the world.

Who reads all the magazines? The number now in course of publication in the United States reaches 1,778.

There are more people in Pennsylvania than in the whole vast region under the rule of the Dominion Government.

According to a Japanese belief, the Mikado is descended from the gods, being one hundred and twenty-first in direct line of descent.

The gain of population in the United States by natural increase is only about 4 per cent greater than the gain from immigration.

It now takes about the same time for a steamer to cross the Pacific Ocean that was required a generation ago for crossing the Atlantic.

There are 40,000,000 inhabitants in New York. Three hundred thousand families live in them. There is a tenement house population of about 1,300,000.

Hayti has an area of about 10,744 square miles and a population estimated at 600,000 or 700,000; nine-tenths of whom are negroes, and nearly all the other tenth mulattoes.

Humboldt calculated the mean level of North America to be 748 feet above the sea, and he found that in 4,000,000 years the whole of North America might be worn down to the sea level.

The most prolific fish is said to be the turbot. One of 48 pounds contained more than five pounds of ova, which numbered more than 14,000,000 eggs. Next after that comes the cod, with 6,000,000.

Chile's territory is about as large as that of the combined States of New York, New Jersey, Pennsylvania, Maryland, Ohio and Indiana, with the whole of New England thrown in, and it has a population of only a little over 2,000,000.

How many people know that Mount Vernon was so named in honor of Admiral Edward Vernon of the British Navy, the conqueror of Porto Bello, in whose unsuccessful expedition against Cartagena, Lawrence Washington, George's elder brother, sailed as a midshipman?

NEWS AND GOSSIP.

To build and fit up a hansom cab costs about £50.
Denmark will be heard from at the World's Fair.

The phylloxera is spreading in the champagne district in France.
There are more than 2,000 Smiths in the London Directory.

An elephant larger than Jumbo has been captured in Africa.

Ten torpedoes, costing \$16,000, were lost in the late British mail ship eleven hours of sunshine on a recent Sunday—a most rare record.

If a member of Parliament becomes bankrupt he is incapacitated from sitting or voting.

The fashionable hour for riding in the "Row" in London has changed from 12 to 8 A.M.

A Berlin court has decided that a butcher can make and sell dogsausages, if he labels them as such.

Third-class passengers are increasing in England at the expense of the first and second class.

They are beginning to talk about permitting Fragonard to go about in ordinary citizens' dress.

The electric light in lighthouses has driven away the fish from various portions of the English coast.

A new disease in England is described as being a combination of pneumonia, meningitis, and sore throat.

A process for photographing in colors has been patented in London and a company is about to begin business.

After a three-days' deliberation, the Supreme Judge at Leipzig decided that it was criminal to make a nuisance of oneself.

France's oldest inhabitant is one hundred and twenty-four. His name is Nitchinorend and he lives at Belgrade.

The seven-hundredth anniversary of the founding of Bern, the capital city of Switzerland, has lately been celebrated.

Nellie Carpenter, a violinist known in New York, has married Leo Sterne, who plays the violin in the orchestra.

Women in Sweden have now obtained official permission from the Government to be received as pupils of apothecaries.

France's working classes form 60 per cent. the middle class 28 per cent., and the upper class 3 per cent. of the population.

There has just died at Baden one of the richest of Russians, Nicolas Cosakoff, a Prince of Tartar blood. He was a regular Czarist.

The old monarchical families of France are gradually drifting into the recesses of Mme. Carnot, which means the acceptance of the Republic.

French Guiana is said to have the most violent thunder storms in the world. The thunder is almost deafening and the peals come in quick succession.

It is the unanimous testimony of travellers that Port Said is the wickedest small city in the world. Outcasts of Europe, Asia and Africa harbor there.

During the last ten years the population of Austria-Hungary increased by 4,781,000 souls. The present population of Austria proper is 23,896,000 of Hungary 17,445,000.

Instantaneous photography has been used to record the movements of the lips in speaking, and by putting the photographs in a zoetrope a deaf mute can easily read the words.

The Liverpool Journal of Commerce is informed that the engineering world will shortly be startled by the appearance of a new engine which will revolutionize motive power.

A bed of rock salt has been found in Carrickfergus, Ireland. Already forty feet of the vein have been cut through, and it is believed that the supply is practically inexhaustible.

It is reported from South Tyrol that a great number of bears have suddenly made their appearance in that region, and that they have been attacking cattle in the open fields.

Europe's Russia has 6,000 kilometers of navigable rivers and lakes; France, 12,600; Germany, 10,000; England, 6,100; Holland, 61; Italy, 2,350; Belgium, 2,200; and Sweden, 1,300.

Naval Minister Barbey, in a recent investigation of the French Marine, became convinced that many of the higher naval officers were totally incompetent. Many will be dismissed.

A brother of Lord Brassey has died, leaving over a million sterling. To his daughter he left only £50,000 in trust. The bulk of the estate went to his eldest son, the rest to the other sons.

The gold and silver plate of the house of Orange at The Hague represents a value of \$6,500,000, and includes a trifle of 2,000 dinner plates. That of the British sovereign amounts to \$10,000,000.

Liverpool intends spending \$30,000 more in attempting to do away with that nuisance, the Liverpool bar. They have already spent \$30,000 buying two powerful dredgers and carrying away 420,000 tons of sand.

England's latest census will strike dismay to the hearts of woman-kind, for there are now 106.4 women to every 100 men.—Remembering how many Englishmen marry American wives and how many never marry at all, the outlook is not promising.

In England the woman doctor seems to be getting along very finely. Queen Victoria's daughter Princess Christian employs a woman as her physician when her nerves trouble her. Her attendant when times is a well-known specialist, Dr. Julia Malland.

Europe's French, who died recently in Arabia, was known as that "many-tongued man of Labor," for he could preach in English, Persian, Hindustani, Pushto, Hindi, Tamil and Punjabi, and was an eminent scholar in Hebrew, Arabic, Syriac, Greek and Latin.

The Belgian military authorities have discovered that various songs used in the army are not quite proper and several poets and composers have been applied to supply the army with some unobjectionable songs in French and Flemish to take their places.

Intimations.

CARPETS

QUEEN'S ROAD

SPLENDID VALUE.

DESIGNS

HONGKONG TRADING CO. LTD. HONGKONG

DESIGNS

SPLENDID VALUE.

DUDELL STREET

CARPETS

DUDELL STREET

The daughter of the late Charles Bradlaugh having been unsuccessful in her attempt to dispose of the great freethinker's library, entire, now offers to sell any part of it, even single volumes, being anxious to raise enough money to clear her father's name from debt. The library is an unusually select one and comprises over seven thousand volumes.

Sir Edwin Watkin, not content with building a tower which shall outdo Eiffel, has an electric light on Snowdon, the highest mountain in Wales. The authorities at Trinity House have approved Sir Edwin Watkin's idea, believing it will prove a valuable addition to the beacons for the guidance of mariners on the coast of North Wales.

An ingenious advertising dodge is to be found in Paris. Small pointed paper bags, something like those grocers twist up, have been noticed on the pavements. These, when opened, have been found to be handbills, which would never have attracted any notice unless curiosity had prompted somebody to look and see whether there could be anything in these odd screws of paper.

A largely increased trade is now being developed in the waste slag of the basic steel works in Staffordshire. The demand for this product from German importers is extending rapidly and they are buying up all available supplies. In England also the demand is increasing for fertilizing purposes. Slag, which was formerly sold at 2s. 6d. per ton, is now realizing 25s. per ton.

Today's Advertisements.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & FOOCHOW.
The Company's Steamship

"NAMO," will be despatched for the above Ports, on SUNDAY, the 18th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 16th October, 1891. [1327]

"SHIRE" LINE OF STEAMERS.
FOR NAGASAKI, KOBE AND YOKOHAMA,
via INLAND SEA.

THE Steamship
"FLINTSHIRE."
Captain. Dwyer, will be despatched on or about the 23rd instant.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, 16th October, 1891. [1328]

THEATRE ROYAL,
CITY HALL, HONGKONG.

THE WILLARD OPERA COMPANY.
DIRECTOR.....PETERBON W. WILLARD.

PROGRAMME.
TO-MORROW,
(SATURDAY), the 17th October,
"LA PERICHOLE."

Cast of Characters:
Don Andres de Ribiera.....Mr. F. WENTWORTH.
(Viceroys of Peru).....Mr. F. VERNARD.
Don Pedro de Hinoysa.....Mr. F. VERNARD.
(Governor of Lima).....Mr. F. VERNARD.
Count de Panatella.....Mr. F. VERNARD.
Margus de Santarem (the old prisoner).....Mr. HARRY HALL.
Margus de Tarapote.....Mr. E. FARMLEY.
Notary.....Mr. S. VERNARD.
Galer.....Mr. KING.

Piquillo (a mountebank).....Mr. W. WALSH.
Matrilla.....Miss VERA PATTY.
Berguella (three con-.....Miss BESSIE ROYAL.
Guadalupe).....Miss CECILY DRYER.
Manazella.....Miss F. TRIGOT.
Fraquella.....Miss G. NORMAN.
Branquella.....Miss ROBERTS.
Ninetta.....Miss SWIFT.

and
La Perichole.....Miss A. St. JOHN.

MONDAY, October 19th,
"THE BALLOON."

PRICE.....\$2.00 & \$1.00.
Plan now open at Messrs. KELLY & WALSH, LIMITED.
Hongkong, 16th October, 1891. [1302]

SPECIAL NOTICE.
THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotel, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICE.....TEN CENTS.
Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the Hongkong Telegraph has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application.
Hongkong, 16th October, 1891.

NATIONAL BANK OF CHINA, LIMITED.

NOTICE.
It is hereby given that INTEREST will be charged on all CALLS due on Shares of the NATIONAL BANK OF CHINA, LIMITED, as and from the 16th inst., in accordance with the Articles of Association.

A. McKEAN,
Acting Chief Manager.
Hongkong, 16th

Commercial.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank, 154, per cent. premium, sales.

The National Bank of China, Ltd.—on £2.10 paid 55 per cent. dis. sales.

The National Bank of China, Ltd.—Founders' shares, \$225 per share, buyers.

The Bank of China, Japan & the Straits, Ltd.—\$243 per share, sales and buyers.

The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$235 per share, sellers.

Chinese Imperial Loan of 1884 B—25 per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—14 per cent. premium.

Union Insurance Society of Canton—\$95 per share, buyers.

China Traders' Insurance Company—\$62 per share, sales.

North China Insurance—Tis. 255 per share, sellers.

Canton Insurance Company, Limited—\$107 per share, buyers.

Yangtze Insurance Association—Tis. 70 buyers.

On Tai Insurance Company, Limited—Tis. 150 per share.

Hongkong Fire Insurance Company—\$312 1/2 per share, sellers.

China Fire Insurance Company—\$46 per share, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$35 per share, sellers.

China and Manila Steam Ship Company—\$7 per share, sales and buyers.

Indo-China Steam Navigation Company, Limited—\$71 per cent. discount, sales and buyers.

Douglas Steamship Company—\$37 per share, sellers.

The Steam Launch Co., Limited—nominal.

Hongkong and Whampoa Dock Company—\$78 per cent. premium, buyers.

Geo. Fenwick & Co., Limited—\$13 per share, sellers.

Hongkong Hotel Company—\$65 per share, buyers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$501.

The Austin Arms Hotel and Building Company, Limited—\$10 per share, buyers.

The Peak Hotel and Trading Co., Limited—\$3 per share, sellers.

The Shamen Hotel Co., Limited—nominal.

Puhoi and Sunghie Dua Samantian Mining Co.—\$3 per share, buyers.

The Raub Gold Mining Co., Limited—\$50 per share, sellers.

Imuri Mining Co., Limited—\$8 per share, buyers.

The Balmoral Gold Mining Co., Limited—\$3 per share, nominal.

Tonghai Coal Mining Co.—\$340 per share, seller.

The 26th Mining and Trading Co., Limited—\$41 per share, buyers.

The Selama Tin Mining Co., Limited—40 cents per share, sellers.

London and Pacific Petroleum Co., Ltd.—£12, sellers.

China Sugar Refining Company, Limited—\$177 per share, buyers.

Linn Super Refining Company, Limited—\$54 per share, buyers.

A. S. Watson & Co., Limited—\$20 per share, buyers.

Credit Bank & Co., Limited—\$10 per share, nominal.

Hongkong Dairy Farm Co., Limited—\$7 per share, sellers.

The Kowloon Land Investment Co., Limited—\$3 per share, sellers.

The Hongkong Land Investment Co., Limited—\$73 per share, sellers.

The West Point Buildings Co., Limited—\$26 per share, sellers.

The Labuk Planting Co., Limited—\$10 per share, sellers.

The China-Borneo Co., Limited—\$10 per share, sellers.

M. G. Brown & Co., Limited—\$48 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$66 per share, sellers.

Hongkong Rope Manufacturing Company, Limited—\$98 per share, sellers.

Hongkong Gas Company—\$131 per share, sellers.

Hongkong Ice Company—\$84 per share, sellers.

Hongkong and China Bakery Company, Limited—\$75 per share.

The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.

The Green Island Cement Co.—\$10 per share, sellers.

The Hongkong Electric Light Co., Limited—\$41 per share, sellers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.

EXCHANGE.

ON LONDON—Bank, T. T. 3/11

Bank Bills, on demand 3/11

Bank Bills, at 4 months sight 3/11

Credit at 4 months sight 3/11

Documentary Bills, at 4 months sight 3/11

ON PARIS—Bank, T. T. 3/11

Bank Bills, on demand 3/11

Credit, at 4 months sight 4/05

On India, T. T. 3/11

On Demand 3/11

ON SHANGHAI—Bank, T. T. 72 1/2

Private, to days' sight 72 1/2

MAILS EXPECTED.

THE FRENCH MAIL.

The Messagerie Maritimes Co.'s steamer *Natal*, with the French mail of the 12th ultimo, left Singapore on the 15th instant at 6 p.m., and may be expected here on the 21st.

THE AMERICAN MAIL.

The P. & O. S. N. Co.'s steamer *China*, with the American mail of the 26th ultimo, left Yokohama on the 14th instant at daylight, and may be expected here on the 19th.

THE CANADIAN MAIL.

The Canadian Pacific Steamship Co.'s steamer *Empress of China* left Vancouver for Japan on the afternoon of the 4th instant.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Brindley*, from London, left Singapore on the 11th instant at 4 p.m., and is due here on the 17th.

The P. & O. S. N. Co.'s steamer *Gwalior*, from Bombay, left Singapore on the 12th instant, and is due here on the 18th.

The steamer *Phalaris* left Singapore on the 16th instant, and is due here on the 22nd.

The P. & O. S. N. Co.'s steamer *Thetis* left Bombay on the 14th instant, and may be expected here on the 21st.

The P. & O. S. N. Co.'s steamer *Bombay* left London for this port on the 4th instant.

CHINA COAST METEOROLOGICAL REGISTER.

15th October, 1891.—At 4 p.m.

STATION.	WIND.	WAVE.	SEA.	WIND.	WAVE.	SEA.
Wanchow	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Tientsin	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Beiping	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Shanghai	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Amoy	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Swatow	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Shantou	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Keelung	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Keelung	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Keelung	W 1/2	1/2	1/2	W 1/2	1/2	1/2

16th October, 1891.—At 10 a.m.

STATION.	WIND.	WAVE.	SEA.	WIND.	WAVE.	SEA.
Wanchow	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Tientsin	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Beiping	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Shanghai	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Amoy	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Swatow	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Shantou	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Keelung	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Keelung	W 1/2	1/2	1/2	W 1/2	1/2	1/2
Keelung	W 1/2	1/2	1/2	W 1/2	1/2	1/2

The barometer is rising upon the south coast of China. Clouds are moderate for east winds. Weather is but little dry and settled. (Record at 11 a.m.)

Direction of wind is from the south-east, but the humidity of air saturated with moisture being low, the humidity of the wind is not so much as in the morning. The wind is from the south-east, but the humidity of air saturated with moisture being low, the humidity of the wind is not so much as in the morning.

HONGKONG TEMPERATURE.

(From Messrs. Geo. Fenwick & Co.'s Register.)

Barometer at 6 a.m.	Thermometer at 6 a.m.	Thermometer at 12 a.m.	Thermometer at 3 p.m.	Thermometer at 6 p.m.	Thermometer at 9 p.m.
30.00	78.0	78.0	78.0	78.0	78.0
30.00	78.0	78.0	78.0	78.0	78.0
30.00	78.0	78.0	78.0	78.0	78.0
30.00	78.0	78.0	78.0	78.0	78.0
30.00	78.0	78.0	78.0	78.0	78.0
30.00	78.0	78.0	78.0	78.0	78.0
30.00	78.0	78.0	78.0	78.0	78.0
30.00	78.0	78.0	78.0	78.0	78.0
30.00	78.0	78.0	78.0	78.0	78.0
30.00	78.0	78.0	78.0	78.0	78.0

Shipping.

ARRIVALS.

ARAGAO, Japanese steamer, 1,521, H. Selck, 15th Oct., Nagasaki 15th Oct., Coal—Mitsui Bishi Colliery.

DIAMANT, British steamer, 514, J. C. Gerard, 16th Oct., Manila 15th Oct., General—Shewan & Co.

TRIUMPH, German steamer, 674, J. Braun, 16th Oct., Pakhoi 15th Oct., and Hoihow 15th, General—Ed. Schellhaus & Co.

NAMOA, British steamer, 863, Goddard, 16th Oct., Swatow 15th Oct., General—Douglas Laprak & Co.

MARIE, German steamer, 704, F. Petersen, 16th Oct., Canton 16th Oct., General—Wiel & Co.

TAIRANO, British steamer, 1,503, W. H. Hogg, 16th Oct., Canton 16th Oct., General—Jardine, Matheson & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Marie, German steamer, for Newchwang, Kwangtung, Chinese steamer, for Shanghai, Havard, American bark, for New York.

DEPARTURES.

October 15, *Yuanang*, British str., for Canton.

October 15, *Pedello*, German str., for Canton.

October 16, *Formosa*, British str., for Swatow.

October 16, *Actu*, German str., for Hoihow.

October 16, *Taiyich*, German str., for Canton.

October 16, *Hiba*, Norwegian str., for Bangkok.

October 16, *Hiba*, German steamer, for Newchwang.

October 16, *Kwanglei*, Chinese steamer, for Shanghai.

PASSENGERS—ARRIVED.

Per *Diamant*, str., from Manila—2 Europeans and 20 Chinese.

Per *Yuanang*, str., from Nagasaki—Mr. von Schiller, and 3 Japanese.

Per *Namoa*, str., from Swatow—1 European and 60 Chinese.

Per *Triumph*, str., from Pakhoi, etc.—70 Chinese.

DEPARTED.

Per *Formosa*, str., for Swatow, etc.—50 Chinese.

Per *Actu*, str., for Amoy, etc.—4 Europeans and 120 Chinese.

Per *Kwanglei*, str., for Shanghai—110 Chinese.

TO DEPART.

Per *Havard*, bark, for New York—3 Europeans.

REPORTS.

The German steamer *Triumph* reports that she left Pakhoi on the 13th instant, and Hoihow on the 15th. Had fine weather.

The British steamer *Diamant* reports that she left Manila on the 13th instant. Had moderate to fresh north-easterly breeze with smooth sea.

The British steamer *Namoa* reports that she left Swatow on the 15th instant. Experienced light variable air and fine weather to port. Swatow the steamer *Swatow*, *Wanchow*, *Kowloon*, and *Chinglung*.

Post Office.

A MAIL WILL CLOSE.

For Bangkok—Per *Swatow* *Phra Nang* to-morrow, the 17th instant, at 5.30 A.M.

For Swatow, Amoy, and Tientsin—Per *Swatow* to-morrow, the 17th instant, at 12.30 A.M.

For Amoy and Manila—Per *Diamant* to-morrow, the 17th instant, at 4.30 P.M.

For Swatow, Amoy, & Fochow.—Per *Namoa* to-morrow, the 17th instant, at 5.00 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Collingham* on Tuesday, the 20th instant, at 11.30 A.M.

For Yokohama, and San Francisco.—Per *Gaile* on Tuesday, the 20th instant, at 0.30 P.M.

For Europe, etc., Australia, India, etc., Madras, Calcutta, and Mauritius.—Per *Saghalien* on Wednesday, the 21st instant, at 12.00 A.M.

For Swatow, Colombo, and Bombay.—Per *Orion* on Thursday, the 22nd instant, at 11.30 A.M.

For Europe, etc., etc.—Per *Bayern* on Saturday, the 24th instant, at 2.00 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ANCONA, British steamer, 1,888, W. D. Mudie, 15th Oct., Yokohama 15th Oct., Mails and General—P. & O. S. N. Co.

BANTAM, Dutch steamer, L. van der Valk, 12th Oct., Singapore 15th Oct., General—Jardine, Matheson & Co.

CHERIDRA, British steamer, 1,509, R. Cass, 9th Oct., Calcutta 23rd Sept., and Singapore 3rd Oct., General—Jardine, Matheson & Co.

CROW-CROW-TOO, German steamer, 796, F. Classen, 7th Oct., Swatow 6th Oct., General—Melchers & Co.

CROWFA, British steamer, 1,557, F. W. Phillips, 11th Oct., Calcutta 23rd Sept., and Singapore 3rd Oct., General—Scottish Oriental S. S. Co.

PIRA CHULA CROM KLAO, British steamer, 1,012, J. A. Morris, 15th Oct., Sourabaya 5th Oct., Sugar—Butterfield & Swire.

COLLINGHAM, British steamer, 1,540, G. W. Watson, 26th Sept., Kutchin 20th Oct., General—Melchers & Co.

KENDALL, British steamer, 1,566, R. Humphrey, 15th Oct., Kutchin 20th Oct., and Singapore 3rd Oct., General—Melchers & Co.

FAME, British steamer, 1,177, Lieut. Wm. G. Comley, R.N.R.—Hongkong Government tender.

GAILKIE, British steamer, 4,209, Pearce, 8th Oct., San Francisco 15th Sept., and Yokohama 3rd Oct., Mails and General—O. & S. S. Co.

GUY MANNERING, British steamer, 1,889, D. Ford, 10th Oct., Swatow 9th Oct., General—Dodwell, Carill & Co.

JAPAN, British steamer, 1,861, J. G. Olfert, 15th Oct., Calcutta 23rd Sept., and Singapore 3rd Oct., Opium and General—D. Sassoon, Sons & Co.

LOO SON, British steamer, 1,014, A. Benson, 14th Oct., Swatow 13th Oct., General—Scottish Oriental S. S. Co.

ORION, Austro-Hungarian steamer, 1,893, A. Orin, 15th Oct., Bombay 24th Sept., and Singapore 8th Oct., General—D. Sassoon, Sons & Co.

PARTHIA, British steamer, 2,035, Geo. Pantom, R.N.R., 15th Sept., Vancouver 20th Aug., Yokohama 4th Sept., and Shanghai 9th, General—Dodwell, Carill & Co.

PILOT FISH, British steamer, 161, A. Stopan, Hongkong and Whampoa Dock Co.

POLYUX, German str., 598, H. Hallmers, 9th Oct., Saigon 4th Oct., Rice and General—Melchers & Co.

SHEWAN, British steamer, 845, E. F. Stovell, 14th Oct., Saigon 10th Oct., General—Kin Yee Loong.

SMITH, Chinese steamer, 705, H. Leffer, 14th Oct., Swatow 13th Oct., General—Saunders & Co.

SOMERSET PIERA NANO, British steamer, 1,057, R. Jones, 8th Oct., Bangkok 20th Sept., and Koh-i-chang 2nd Oct., Rice and General—Yuen Fat Hong.

ZAMBEZI, British steamer, 1,564, Edwards, 9th Oct., Portland, Oregon, 2nd Sept., General—Gibb, Livingston & Co.

RAILING VESSELS.

A. H. SMITH, American ship, 1,452, Chas. S. Kendall, 12th Sept., New York 21st May, Kerosene Oil—Hewitt & Co.

BITTERN, British bark, 283, John Stronach, 20th Sept., Fremantle 21st August, Sandalwood—Jardine, Matheson & Co.

CHARLES S. WHITING, British ship, 1,651, J. W. Carey, 15th Oct., Shanghai 1st Oct., General—Reuter, Brockmann & Co.

ERKENHONG, Chinese bark, 457, Optum Examination hall, Shochokutsu Island—China Customs.

EMMA P. CHOWELL, American bark, 1,066, A. S. Pendleton, 20th Sept., Shanghai 19th September, Ballast—Shewan & Co.

HARVARD, American bark, 985, L. A. Colcord, 27th August, Shanghai 17th August, Ballast—Order.

MARIA, Spanish schooner, 51, Francisco Olanco, 9th July, Manila 14th June, Ballast—Master.

MARIE BRUNO, German bark, 536, H. Hindrichs, 26th August, Whampoa 25th August, General—Wiel & Co.

MARY L. STONE, American ship, 1,423, C. C. Paul, 3rd Oct., New York 21st May, Kerosene Oil—W. Hewitt & Co.

NAM-SHUN-SHING, Chinese 3-m. schooner, 245, Loo Light Hong, 25th Sept., Tientsin 8th Sept., Wood—Yong Kee.

N. PENDLETON, American ship, 1,385, J. N. Pendleton, 23rd August, New York 19th April, Kerosene Oil—Shewan & Co.

THERMOPYLA, Canadian ship, 943, J. R. Winchell, 14th Oct., Nantumb, B.C., 13th August, Coal—Dodwell, Carill & Co.

WM. LE LACHURK, British bark, 573, W. Reynolds, 26th September, Lagunmanoe (Philippines), 2nd Sept., Timber—Gibb, Livingston & Co.

RIVER STEAMERS.

Fathian, British steamer, 2,250, W. J. Rishy, 15th Oct., Hongkong, Canton, & Macao Steamboat Co.

Hankow, British steamer, 2,435, Lloyd—Butterfield & Swire.

Hongkong, British steamer, 1,955, Brock—Hongkong, Canton, & Macao Steamboat Co.

Hongkong, British steamer, 1,977, G. B. Leifovm—Hongkong, Canton, & Macao Steamboat Co.

Kiangling, Chinese steamer, 360, Holmes—China Merchants S. N. Co.

Kiu-tang, British steamer, 617, W. E. Clarke—Hongkong, Canton, & Macao Steamboat Co.

Kiang-hong, British steamer, 288, T. A. Webster—Hongkong, Canton, & Macao Steamboat Co.

Kiang-wan, Chinese steamer, 1,000, Knights—C.M.S. S. N. Co.

Pasha, Chinese steamer, 244, J. W. Stevens—C.M.S. S. N. Co.

Powan, British steamer, 1,800, S. W. Goggin—Hongkong, Canton, & Macao Steamboat Co.

Tai-son, British steamer, 728, Colclough—China Merchants S. N. Co.

White Cloud, British steamer, 57, A. Cruickshank—Hongkong, Canton, & Macao Steamboat Co.

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Galle on Tuesday 20th October.

Belge on Thursday 14th Nov.

Oceano on Tuesday 8th Dec.

THE Steamship "GAELIC"

will be despatched for San Francisco, via Yokohama, on TUESDAY, the 20th October, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.

From Hongkong, First-class, To San Francisco, Vancouver, Seattle, Tacoma, Portland, O... \$225.00

To San Francisco, Vancouver, Seattle, Tacoma, Portland, O... \$225.00

To Liverpool and London... 325.00

To Paris and Bremen... 345.00

To Havre and Hamburg... 335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months... \$337.50

12 months... \$395.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare.

This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 1 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 26th September, 1891.

CANADIAN PACIFIC RAILWAYS' ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION).

Empress of China, Tuesday... 11 Nov. 10th.

Empress of India, Tuesday... 1 Dec. 8th.

Empress of Japan, Tuesday... 1 Jan. 5th.

THE R. M. S. "EMPERESS OF CHINA."

5,000 tons, Captain A. Tillett, sailing at Noon, on TUESDAY, the 10th November, with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, Inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE.

(In Mexican Dollars).

FROM HONGKONG, FIRST CLASS.

TO

OCEAN WAYS

PREPAID RETURN

4 mos. 12 mos.

Vancouver, Victoria, Esqui-

mault, New Westminster,

B.C., Port Townsend, Seattle, Ta-

coma, Wash., Portland, Ore., San Francisco...

Banff Calgary, Alberta...

Winnipeg, Manitoba, St. Paul,

Duluth, Minn., Chicago, Ill., Kansas City,

St. Louis, Mo. 225 337 194

Milwaukee, Wis., Cincinnati,

Cleveland, Columbus, O.,

Hamilton, London, Toronto,

Out., Buffalo, Niagara Falls, N.Y.,

Kingston, Ottawa, Ont., Mon-

treal, Quebec, etc. 225 337 194